



As may be gathered, this picture was taken during one of the few bright intervals. Mr. Hugh Buckingham with Major and Mrs. Hereward de Havilland at the Hatfield party.

times. Even Gipsy engines have been known to fail—and the strain must be quite considerable when the throttle is being used like a pump handle. There was at least one moment when such a failure would have landed the Tiger in the Barnet by-pass, or even among the spectators. His show was, however, profoundly stirring, and made one wonder whether there was anything that couldn't be done with a Tiger in the hands of a really expert and dashing pilot.

Remembering the possible number of weak hearts amongst the crowd, it was a good thing, perhaps, that F/O. King's *pièce de résistance* was a failure. He took a dummy up with him with the idea of throwing it out at a suitable moment, and then, presumably, of doing some crazy flying while sitting more or less out of sight. Unfortunately, Major Sandbags-King wrapped himself around the fin and rudder, and a landing had to be made in order to extricate the Major from this

dangerous position. King certainly has a sense of macabre humour, but his efforts with the blind-flying hood apparently covering the cockpit were quite unnerving enough for the majority of the spectators.

During the interval for tea Mr. Kronfeld arrived with the new Carden-engined Drone, and afterwards an unexampled number of Drones flew in formation and otherwise round Hatfield. They were piloted by Mr. Kronfeld himself, by Mr. Collins (the Drone demonstration pilot), by Mr. Elliott, and by Mr. Dimmock (who took his air-minded infant with him, to the terror and delight of the ladies; we were all glad when the prodigy was returned safely to terra cotta). This show somewhat compensated for the fact that five other ultra-lightweights had failed to turn up either because they had been crashed or because of the weather.

Return to 1909

Meanwhile, the day's really big event had taken place. Mr. Shuttleworth taxied out his cross-Channel-replica Bleriot and made three very successful "straights," climbing to a greater altitude than had previously been reached with this machine. If the engines of some of our 1936 light aeroplanes started as easily as did this genuine fan-type Anzani we should have little to grumble about. Apparently, the machine is unpleasantly tail-heavy, and Mr. Shuttleworth may make a pure muscum-piecé of it in the future rather than alter it in any way; he has a Deperdussin coming along.

Not to be confused with the full-size flying, the demonstrations of model aircraft were, nevertheless, just as interesting as anything else, though the model-makers spent most of their time making minor repairs after the seemingly inevitable landing crack-ups. Few people can have realised how important it is for a model expert to be in good training! The owner of one machine made at least two trotting trips right across the aerodrome in chase of his circling model, and none of the owners were in the least upset when the culmination of months of work flew strongly into the ground.

Neither are swimming demonstrations, mannequin parades, and dancing to be confused in any way with aviation—but everyone enjoyed the rest of the afternoon and evening a good deal more than they might have done had flying continued, with the aid of flares and the Hatfield beacon, until the small hours. Moral: Don't overdo the flying business.



A hanging windsock and open umbrellas tell their tale while F/O. King winds up his nerve-shattering display.

Forthcoming Events

- September 18. Three Counties Air Race, Hereford.
- September 19. Cardiff Aeroplane Club: London-Cardiff Race.
- September 20. London Air Park Club: Display.
- September 29. London-Johannesburg Race.
- October 8. R.Ae.S. Lecture*: "Tapered Wings," by Dr. G. V. Lachmann.
- October 22. R.Ae.S. Lecture*: "Economics of Airline Operation," by Mr. L. T. H. Greig.
- October 25. Aero Club de France: Saigon Race.

*All R.Ae.S. lectures take place at the Royal Society of Arts, 18, John St., London, W.C.2, at 6.30 p.m. Admission is by ticket obtainable through a member.

- October 30. Croydon Airport Staff Ball.
- November 12. R.Ae.S. Lecture*: "Skin Friction," by Dr. F. W. Lanchester.
- November 13-29. International Aero Exhibition, Paris.
- November 19. R.Ae.S. Lecture*: "Aerodrome Design," by Mr. Nigel Norman.
- December 10. R.Ae.S. Lecture*: "Civil Flying Boats," by Mr. A. Gouge.
- December 17. R.Ae.S. Lecture*: "Profile Drag," by Prof. Melville Jones.